bi-weekly dispensary should be made a permanent institution. The Director of Ayurveda had promised to open a *vaidyasala* at Kodanad. It should be one of the new *vaidyasalas* to be opened in 1103.

The village road running from the Main Central road, 138th mile, 2nd furlong, *via* Kizhillam, Kuruppampadi, Kurichilakod and other places should be converted into a cart road. The total length was only 8 miles and the annual maintenance grant Rs. 20 a mile. This was the chief road for the inhabitants of Kizhillam, Pulluvazhi, Rayamangalam, Kuruppampadi, Aimuri and other places. For want of a cart road, the inhabitants could not transport agricultural produce to the markets or take manure to the fields. The proposed work would not be costly, as only two small bridges, one across the Mudakuzha *todu* and the other across the Rayamangalam *todu*, and two or three culverts had to be constructed.

Portions of the Mullasseri *todu* from the Kallupalakadavu to Chundanturuttu were encroached upon by the adjacent land-owners and other portions were silted up. It was a very useful water-way to the Parur and Angamali markets. The encroachments should be removed.

Lastly, a bridge should be constructed across the Kodanad-Puliyamnada *todu*. Two bridges were necessary on the Perumbavur-Kodanad road, one across the *todu* mentioned above and the other across the Plankudi *todu*. The latter was under construction but was not completed. In the absence of bridges, the traffic along the road was hampered, especially during the rainy season. There was no convenience for *junghar* service. The bridge under construction should therefore be completed at an early date and the construction of the other bridge started soon.

DEWAN'S REPLY: Mr. Krishna Pillai, on the question of a building for the Munsiff's Court, a sketch has just been received from the Chief Engineer and the Land Revenue Commissioner and the views of the High Court have been called for, for a building to combine the offices of District Munsiff's Court and the Division Assistant at Perumbavur. As soon as Government receive the approval of the High Court and the views of the Land Revenue Commissioner they will at once take up the question of the construction of the building. I may tell you that it is estimated to cost Rs. 35,000.

In regard to the conversion of the Perumbavur dispensary into a District Hospital, the Administrative Board have satisfied themselves that there is no justification for it at present. The question of raising the standard of the English School at Perumbavur is mainly dependent on suitable accommodation being provided and you know how the position stands in respect of that ; if the people of the locality come forward and contribute a fair share, the question will be considered.

The Government have ordered, that the dispensary at Kodanad should be opened as a bi-weekly institution.

Then the question of the conversion of the cart road *via* Kizhillam and Kuruppampadi and the clearing of the encroachments on the *todu* running from Kallupalakadavu to Chundanturttu and the construction of the bridge across the Pulianmada *todu* at Kodanad, these will all be considered again. I cannot promise all of them will be carried out. In regard to the road mentioned by you, all that is possible will be done soon. This is all that I can tell you from the notes placed before me. If you want any special help from me, wait and come to me when I next come on circuit to Perumbavur. Then I will be able to find out things for myself as you will be able to show them to me on the spot.

125. Needs of the Kunnatnad taluk.

MR. KHADIR MAKKAR (*Member, Kunnatnad taluk, Group II*) stated that the need for a bridge across the Periyar river at Alwaye had been in Assembly urged upon the Government by representatives from the northern taluks of Travancore. As a result, a sum of Rs. 500 was provided in the budget for 1101 for preliminary

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investigations, and an estimate had been prepared. But no provision was made for the purpose in 1102. The bridge was absolutely necessary for the people of Kunnatnad and Parur to go to Alwaye, the chief trading centre of North Travancore. On market days, the three ferries in the river were so crowded that the ferry-boats established by the Government were inadequate to cope with the traffic. Besides being an important trading centre, Alwaye attracted many people from the Parur and Kunnatnad taluks to its schools and courts. Motor journeys were impeded at the river crossings because it took a long time to take the cars in the *junghars*. The bridge should therefore be constructed at an early date.

Another bridge across the Edapalli *todu* on the Edapalli-Kizhakkambalam road should also be constructed. Though that was the only road for the people of Trikkakara to go to Perumbavur, Edapalli and Ernakulam, it was unfit for cart traffic because of the absence of the above-said bridge. Trikkakara was the residence of many voters for the Legislative Council and the Sri Mulam Popular Assembly. During the elections and on other occasions, the people were obliged to take a circuitous route through Edapalli to reach Alwaye or Perumbavur. A road starting from the Edappalli-Alwaye road, 4th mile, should be constructed to meet the Edapalli-Kizhakkambalam road at a place near the Trikkakara temple. The new road would not cost more than Rs. 1,500.

The lands lying on the eastern side of the Alwaye-Edapalli road, between the 2nd and 3rd milestones, known as the Pidakuzha *punja* lands were damaged by the accession of brackish water from the Cochin bar. The Periyar river branched at Edamula and the eastern branch ran along the western side of the above lands. It was connected with the lands in question by a short but broad canal; and as the portion between Edamula and the above canal was silted up, there was not sufficient water for the use of the fields except during the rainy season. Not only that, during the summer season, the fields were damaged by the accession of brackish water from the Cochin bar. The Government were annually spending a large sum of money for deepening the silted portion. But the relief afforded was not adequate. A better course would be to connect the two branches of the river by a small canal at a place two furlongs from Edamula, and also to put up a bund. It would serve not only to increase the supply of water from the river during the summer season but also prevent the accession of brackish water. The very same proposal had been made by a former Executive Engineer, Mr. Thanu Pillai.

The village road between the 8th mile of the Alwaye-Vengola road and the 5th mile of the Kizhakkambalam-Alwaye road should be converted into a cart-road by raising its level and metalling it.

DEWAN'S REPLY : Mr. Khadir Makkar, in reference to the first part of your representation, you will find it interesting to hear that an estimate has been drawn up for a bridge across the Periyar at Alwaye. The estimate works out to Rs. 3,20,000. I am afraid it would not go very much beyond an estimate for the next two years at least.

As for the construction of the bund and the canal leading to Pidakuzha *punja* fields from the Edamula river junction, you remember that the immediate needs of cultivation have been met by deepening the existing course and putting up the bund above the salt water level. And with the annual grant of maintenance of Rs. 500 for this that has been sanctioned you should find things improve shortly.

Your next item of representation relates to roads. The first one is the village road between the 8th mile of the road from Alwaye to Vengola and the 5th mile of the Kizhakkampalam-Alwaye road. This has been taken up for investigation by the Public Works Department. The Divisional Officer has been asked to report on the road from the Edapalli-Alwaye road to the Trikkakara temple.

126. Needs of the Devicolam taluk.

MR. E. RAMAN TAMPI (*Member, Devicolam taluk*) stated that Devicolam was completely shut out from the rest of the State and people were keenly feeling

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